

## **FACTSHEET**

**TITLE:** **SPECIAL PERMIT NO. 634D, an amendment to the SKYLINE ROLLING HILLS COMMUNITY UNIT PLAN**, requested by F. Pace Woods II, to revise the lot layout to accommodate wider rights-of-way for roundabouts and boulevards with medians, with associated waiver requests, on property generally located at South 21<sup>st</sup> Street and Ridgeline Drive (northeast of the intersection of South 14<sup>th</sup> Street and Pine Lake Road).

**STAFF RECOMMENDATION:** Conditional approval; however, denial of the waiver to allow driveway access off roundabouts.

**SPONSOR:** Planning Department

**BOARD/COMMITTEE:** Planning Commission  
Public Hearing: September 3, 2003  
Administrative Action: September 3, 2003

**RECOMMENDATION:** Conditional approval, with amendment approving the waiver to allow driveway access off roundabouts (7-0: Bills-Strand, Carlson, Krieser, Duvall, Marvin, Taylor and Steward voting 'yes'; Larson absent).

### **FINDINGS OF FACT:**

1. The applicant has requested the following waivers to accomplish the proposed revisions to the lot layout of this community unit plan:
  - A. Roundabout design standards to allow a longitudinal grade from 3% to 5%.
  - B. To not install a splitter island approaching a roundabout.
  - C. To allow driveway access off a roundabout.
2. The staff recommendation of conditional approval, except for the waiver to allow driveway access off a roundabout, is based upon the "Analysis" as set forth on p.3-4, concluding that this request to amend the community unit plan to revise the lot layout to accommodate wider rights-of-way for roundabouts and medians is acceptable, provided the driveways and parking are not allowed within the roundabouts due to safety concerns (See Analysis #3, page 3).
3. The applicant's testimony is found on p.7-8.
4. There was no testimony in opposition; however, the record consists of one letter in opposition (p.18).
5. On September 3, 2003, the Planning Commission voted 7-0 to agree with the staff recommendation of conditional approval, with one exception, that being to delete Condition #1.1.2, which grants the waiver to allow driveway access on roundabouts (See Minutes p.8-9).
6. The Site Specific conditions of approval required to be completed prior to scheduling this application on the City Council agenda have been satisfied.

**FACTSHEET PREPARED BY:** Jean L. Walker

**DATE:** September 29, 2003

**REVIEWED BY:** \_\_\_\_\_

**DATE:** September 29, 2003

**REFERENCE NUMBER:** FS\CC\2003\SP.634D

# LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for September 3, 2003 PLANNING COMMISSION MEETING

**\*\*As Revised by Planning Commission: 09/03/03\*\***

**P.A.S.:** Special Permit 634D - Skyline Rolling Hills Community Unit Plan

**PROPOSAL:** Revise the lot layout to accommodate roundabout and boulevards with medians.

**LOCATION:** South 21<sup>st</sup> Street and Ridgeline Drive (northeast of the intersection of South 14<sup>th</sup> Street and Pine Lake Road).

## **WAIVER REQUEST:**

1. Roundabout design standards to allow a longitudinal grade from 3 to 5%.
2. To not install a splitter island approaching a roundabout.
3. To allow driveway access off a roundabout.

**LAND AREA:** Approximately 26.2 acres.

**CONCLUSION:** This request to amend the CUP to revise the lot layout to accommodate wider rights-of-way for roundabouts and medians is acceptable provided driveways and parking are not allowed within the roundabouts.

## **RECOMMENDATION:**

Special Permit #634D

Conditional Approval

### Waivers:

Roundabout longitudinal grade from 3 to 5%

Approval

No splitter islands approaching roundabouts

Approval

Driveway access off roundabouts

Denial

## **GENERAL INFORMATION:**

**LEGAL DESCRIPTION:** Outlot A, Skyline Rolling Hills 8<sup>th</sup> Addition located in the west half of Section 13, T9N, R6E, of the 6<sup>th</sup> P.M., Lancaster County, Nebraska.

**EXISTING ZONING:** R-1 Residential

**EXISTING LAND USE:** Undeveloped

## **SURROUNDING LAND USE AND ZONING:**

North:	Residential	R-1
South:	Residential	R-1
East:	Residential	R-1
West:	Cemetery	P

## **HISTORY:**

**November 13, 1997** - Special Permit #634C was approved allowing an amendment to the Community Unit Plan to adjust the side yard setback from 20 feet to 7.5 feet at approximately Berkeley Drive and Old Farm Road.

**February 24, 1997** - Special Permit #634B was approved showing the current lot layout and uses.

**February 21, 1989** - Special Permit #634A approved an amendment to the Community Unit Plan to allow up to 158 single-family units, 8 duplex units, and up to 171 apartment units.

**December 19, 1972** - Special Permit #634 approved the Skyline Rolling Hills Community Unit Plan.

**UTILITIES:** All utilities are public and are available to serve this site.

**TOPOGRAPHY:** Hilly, generally sloping from north to south.

**TRAFFIC ANALYSIS:** This amendment provides for the extension of existing adjacent local streets including South 19<sup>th</sup> and 21<sup>st</sup> Streets, Ridgeline Drive, and Southern Light Drive. All streets shown within the limits of the CUP are local streets.

## **ANALYSIS:**

1. This request revises the lot layout within the CUP to accommodate the proposed changes to the local street system serving the development. These changes include the dedication of additional right-of-way to accommodate three roundabouts, along with landscaped medians in Wyndham Drive, Wyman Road, and Ridgeline Drive.
2. The street designs do not comply with the Design Standards, and three waivers are required for them to be allowed as shown. Public Works recommends approval of two of the waivers - to allow a 5% longitudinal grade, and to eliminate splitter islands approaching roundabouts - as these are local streets with low anticipated traffic volumes and a 25 m.p.h. speed limit.
3. Public Works recommends denial of the third waiver, a waiver to driveway access to those lots adjacent to the roundabouts. The concern is one of safety, as cars will be backing into an area where drivers are executing turning movements with a reduced line-of-sight. This design has potential to create conflict between vehicle movements and increases the risk of accidents. Public Works also notes that there appears to be adequate area to provide

access to the lots other than in the roundabout, and that the plan should be revised accordingly. Public Works goes on to recommend that no parking be allowed in the roundabouts as well.

4. A fourth waiver was originally requested to reduce the distance from the back of curb to the edge of the right-of-way from 16.5' to 14.5' at the medians. However, this waiver is not required. Public Works agrees that a 19' wide roadway on each side of the median is adequate, and also allows for 16.5' of separation from the back of curb to the edge of the right-of-way. The "Typical Boulevard Median Cross Section" design diagram must be revised to show this.
5. The plan shows South 19<sup>th</sup> and 21<sup>st</sup> Streets being changed in mid-block to Wyndham Drive and Wyman Road, respectively. This is contrary to the rationale for naming streets, and can create confusion among the public and emergency responders. The plans should be revised to show South 19<sup>th</sup> and 21<sup>st</sup> Streets extended through the CUP.
6. Parks and Recreation notes that all landscaping in roundabouts, islands and medians will be the maintenance responsibility of the developer or homeowners association. Other minor revisions to the street tree plan are also noted in their review.
7. There is no change in the number of lots or units within this CUP associated with this request. As shown, the lot configuration complies with the requirements of the Zoning and Subdivision Ordinances in all other respects.

## **CONDITIONS:**

### Site Specific:

1. After the applicant completes the following instructions and submits the documents and plans to the Planning Department and the plans are found to be acceptable, the application will be scheduled on the City Council's agenda:

#### 1.1 Revise the site plan to show:

1.1.1 South 19<sup>th</sup> and 21<sup>st</sup> Streets extended through the CUP.

~~1.1.2 A note that states there shall be no driveway access or parking allowed within the roundabouts.~~ (**\*\*Per Planning Commission, at the request of the Applicant: 9/03/03\*\***)

1.1.3 All easements required by the August 14, 2003 L.E.S. review.

1.1.4 A revised landscape plan approved by the Parks and Recreation Department.

1.1.5 The TYPICAL BOULEVARD MEDIAN CROSS SECTION revised to show 19' wide roadways with a 16.5' separation between the back of curb and the edge of the right-of-way.

2. This approval permits a reconfigured lot and street layout as shown on the plans with waivers to roundabout design standards to allow a longitudinal grade from 3 to 5% and to not install splitter islands.

General:

3. Before receiving building permits:
  - 3.1 The permittee shall have submitted a revised and reproducible final plan including 5 copies and the plans are acceptable.
  - 3.2 The construction plans shall comply with the approved plans.
  - 3.3 Final Plats shall be approved by the City.

Standard:

4. The following conditions are applicable to all requests:
  - 4.1 Before occupying the dwelling units all development and construction shall have been completed in compliance with the approved plans.
  - 4.2 All privately-owned improvements including improvements within medians and roundabout islands shall be permanently maintained by the owner or an appropriately established homeowners association approved by the City Attorney.
  - 4.3 The site plan accompanying this permit shall be the basis for all interpretations of setbacks, yards, locations of buildings, location of parking and circulation elements, and similar matters.
  - 4.4 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.
  - 4.5 The applicant shall sign and return the letter of acceptance to the City Clerk within 30 days following the approval of the special permit, provided, however, said 30-day period may be extended up to six months by administrative amendment. The clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filling fees therefor to be paid in advance by the applicant.

5. The site plan as approved with this resolution voids and supersedes all previously approved site plans, however all resolutions approving previous permits remain in force unless specifically amended by this resolution.

Prepared by:

Brian Will  
Planner

August 20, 2003

**APPLICANT/  
OWNER:**

F. Pace Woods II  
4645 Normal Blvd  
Lincoln, NE 68506  
(402) 434-3505

**CONTACT:**

Rick Onnen  
EDC  
2200 Fletcher Avenue, Suite 102  
Lincoln, NE 68521  
(402) 438-4014

**SPECIAL PERMIT NO. 634D,  
AN AMENDMENT TO THE SKYLINE  
ROLLING HILLS COMMUNITY UNIT PLAN**

**PUBLIC HEARING BEFORE PLANNING COMMISSION:**

September 3, 2003

Members present: Bills-Strand, Carlson, Krieser, Duvall, Marvin, Taylor and Steward; Larson absent.

Staff recommendation: Conditional approval.

This application was removed from the Consent Agenda and had separate public hearing due to a letter received in opposition.

Ex Parte Communications: Bills-Strand advised that she had a phone conversation with Pace Woods on procedures.

Proponents

**1. Rick Onnen of Engineering Design Consultants**, testified on behalf of the developer, Pace Woods. Onnen requested that Condition #1.2.2 be deleted (Revise the site plan to show a note that states there shall be no driveway access or parking allowed within the roundabouts). Onnen stated that they started this project 1.5 years ago with what they thought would be a simple change to the special permit. The developer wishes to enhance the final phase of development with some median islands and additional landscaping. They met with Public Works and Planning as to how to accomplish that and went through various concepts in terms of the shapes and positions of the islands, and finally came down to placing a cul-de-sac bulb in line in the street. The primary reason for wanting these medians was for some special signage and a little bit of landscaping. The developer is not particularly interested in controlling traffic, although that is a secondary function that will come along with this layout.

Onnen explained that the configuration was determined by Public Works and Planning to be a "roundabout". The developer does not believe this constitutes a "roundabout", and they had considerable discussions with the staff which were not successful. Onnen suggested that the design criteria with a roundabout has 3-5 approaching streets. Clearly, this proposal is only showing two approaching streets, so technically, Onnen does not believe it meets the criteria for a roundabout. With the designation of roundabout comes all the restrictions that are part of the design criteria. The developer has provided to Public Works and Planning proof of the ability to maneuver a bus through this layout, with parking. The developer is opposed to eliminating the ability to front driveways onto these "roundabouts" (the bulb). The typical layout for a residential home is to have the driveway on the high side of the lot to reduce the grade on the driveway. The recommendation from Public Works that driveways not be allowed on these "bulbs" would essentially force some of these lots to have driveways on the low side. What is proposed is nothing

a whole lot different than what would be on a typical cul-de-sac. With regard to sight distance and maneuverability, there will be 27' back-to-back where someone could potentially have a drive and only have to worry about traffic in one direction.

As far as the landscaping and signage, Onnen pointed out that there are already height restrictions and it should not create any kind of a sight distance issue. The median in the center creates no more obstacle to a vehicle that an approaching vehicle would from the other direction.

Carlson commented that it looks like these would have the net effect of a traffic calming device. Has this developer had previous experience with this? Onnen suggested that there are some examples similar to this around town in some older neighborhoods.

**2. Pace Woods**, owner and developer of the subject property, also testified that he started this process over a year ago. All city departments have been very cooperative, and he has made some changes in response to meetings with the city staff, i.e. street medians and boulevards as opposed to roundabouts. Woods wants to incorporate some of the assets that his company has used in places such as Woodshire and Sheridan Blvd., which have added aesthetics and value. Two of the areas he desires to incorporate are “circles” (because he does not believe they qualify as roundabouts) and “boulevards” similar to (although smaller than) Sheridan Blvd. The city also asked us to change the street grades due to the height of the land (The Ridge) east of this property, and he has agreed to grade it down 5%. However, he does not want this land to be lower than the adjacent land, and he was able to reach agreement with the staff.

Woods then referred to the letter in opposition from Ray Swanson, who has objected to any deviance from the standard paving widths or sidewalks. Woods clarified that the only deviation is that he is making them larger. There is a slight deviance in the right-of-way width (2' narrower), which was done earlier in Rolling Hills Addition at the entrance at Old Cheney Road. This is nothing new in Rolling Hills. The city has asked that there be no parking allowed in the three “circles” and that driveway access be denied. Woods testified that these “circles” are more like street medians or cul-de-sacs and he does not believe they fit the definition of roundabouts. The paving on these circles is 27' plus curb. That is the same amount of paving as there is on the entrance to HiMark, and HiMark allows driveway access. This is not something that the city has not allowed before. There are not any “no parking” signs posted on any of the circles at HiMark or Woodshire. There is driveway access off of the circles in Woodshire.

Woods reiterated that he is offering a low traffic circle similar to a cul-de-sac or street median, but one which adds beauty and value to the neighborhood without creating a traffic problem.

There was no testimony in opposition.

#### Staff questions

Taylor asked staff to respond to the request to delete Condition #1.2.2. Chad Blahak of Public Works stated that it was the opinion of Public Works that it was not necessarily a design standard issue as far as roundabouts or traffic, but more from a safety point of view. If we allow both parking and access to the roundabouts, there could be a deviation from a straight line, with possible sight distance conflicts.



Public Works would be willing to go with either access or parking, but not both. It was more of a safety issue rather than straight design standards.

Bills-Strand inquired whether this has been a problem in HiMark or Woodshire. Blahak could not speak to that. Bills-Strand recalls that there were always cars parked in those areas in those developments and she never saw problems. How is this different from a cul-de-sac where there are driveways and parking, with only one access? Blahak suggested that on a cul-de-sac, vehicles will not have a through destination, whereas on this proposal it is more of a through traffic situation. Bills-Strand pointed out that it is not a problem on Sheridan Blvd. They do have parking and there is heavier traffic on that street. Blahak agreed that there is parking “up to” it, but not on the roundabout.

Steward asked whether Public Works would agree that psychologically this could be a calming device – people will decelerate upon approaching. Blahak agreed that it might function somewhat as a traffic calming device.

#### Response by the Applicant

Onnen reiterated that he sees no difference between this and a normal street where there is approaching traffic. We have the ability with this island for cars to go on both sides at the same time. With cars parked on both sides of the street, you are limited to one-way traffic. Here we are talking about an island that is not moving. We are approaching it and we’ve got at least 15' on either side through which to drive. The effect of an “obstacle” that this island creates is very minimal and makes it more functional than a typical street.

#### **ADMINISTRATIVE ACTION BY PLANNING COMMISSION:**

September 3, 2003

Bills-Strand moved to approve the staff recommendation of conditional approval, with amendment deleting Condition #1.2.2 (now #1.1.2), seconded by Carlson.

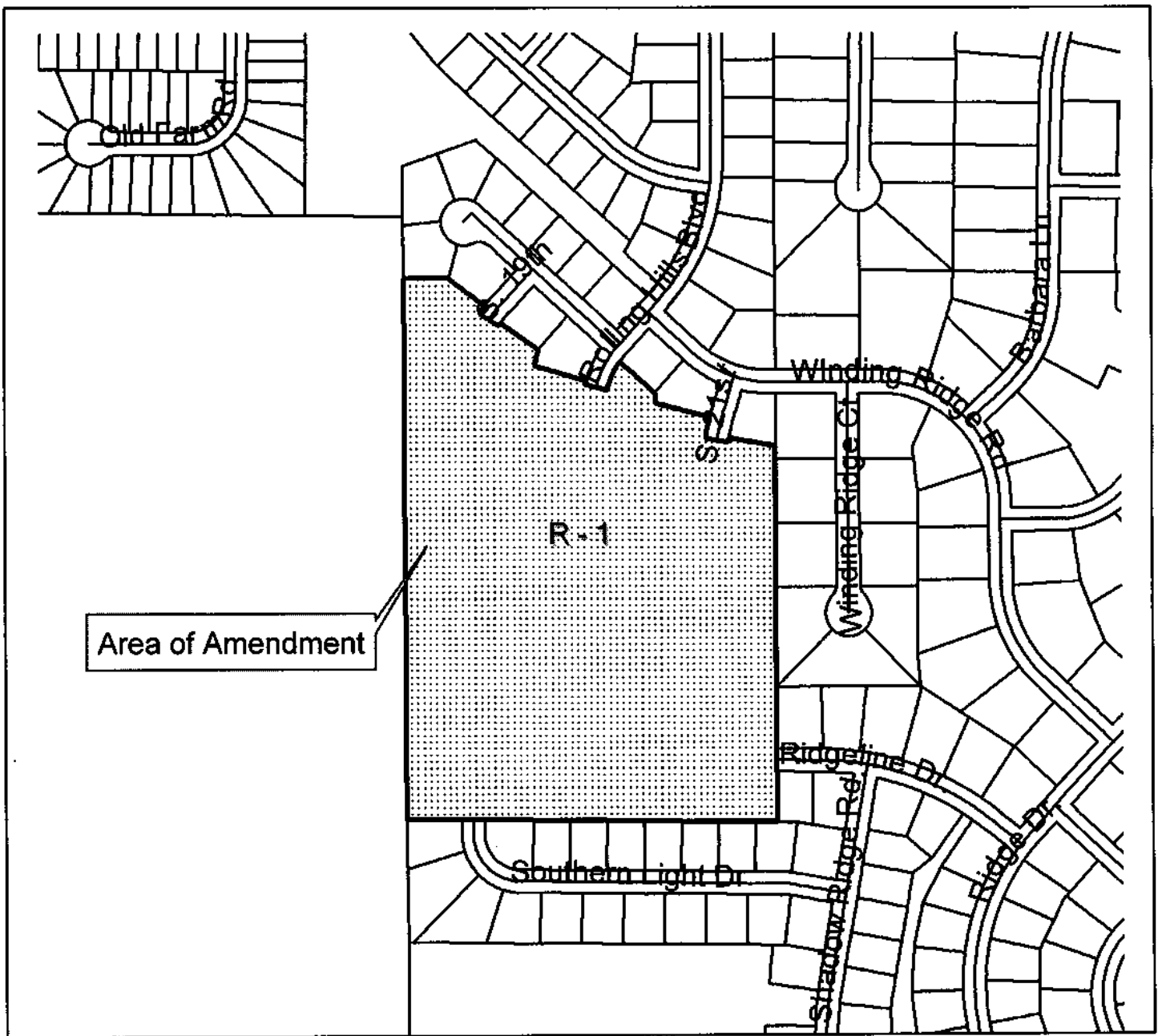
Bills-Strand believes it is nice to see a few things thrown in to make a neighborhood feel a little different than with straight streets.

Motion carried 7-0: Bills-Strand, Carlson, Krieser, Duvall, Marvin, Taylor and Steward voting ‘yes’; Larson absent.



**Special Permit #634D**  
**S. 14th & Pine Lake Rd.**  
**Skyline Rolling Hills CUP**





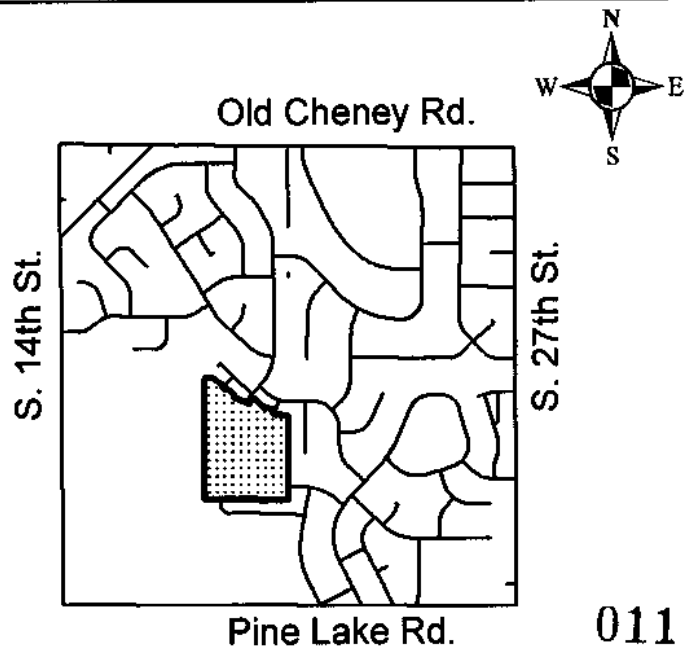
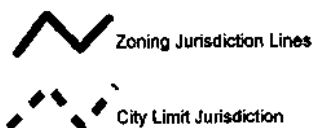
Area of Amendment

# **Special Permit #634D** **S. 14th & Pine Lake Rd.** **Skyline Rolling Hills CUP**

## **Zoning:**

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- R-C Residential Conservation District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

One Square Mile  
 Sec. 13 T9N R6E



011

## AMENDMENT TO SPECIAL PERMIT (C.U.P.) #624

**ENGINEER**

EXPERIMENTAL DESIGN CONSULTANTS  
2200 FLETCHER AVENUE, SUITE 102  
LINCOLN, NE 68501  
PHONE 402-438-0214

### LEGEND

- LEGEND**
- |  |                      |
|--|----------------------|
|  | OUTLINE WITH LINE    |
|  | POPPED WITH LINE     |
|  | OUTLINE INVERSE MARK |
|  | POPPED INVERSE MARK  |
|  | INVERSE MARK INVERSE |
|  | POPE INVERSE         |
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CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	CHORD	BEARING
A	DE 27.13°	330.00	25.00	26.00	82°57'30" N
B	82°28'00" E	270.00	0.63	0.63	N33°32'45" E
C	82°28'00" E	270.00	10.00	10.00	N15°13'00" E
D	21°30'00" E	215.00	90.79	99.36	N2°13'00" E
E	5°00'00" E	0.60	06.84	06.87	N17°23'00" E
F	07°10'00" E	060.00	0.84	0.84	N08°23'00" E
G	30°25'00" E	300.00	100.00	102.61	N15°23'00" E
H	1°12'00" E	0.60	02.67	02.36	N00°00'00" E
I	04°00'17" E	210.00	30.36	31.35	N02°30'00" E

## LINCOLN CITY-LANCASTER COUNTY

THE FOLLOWING AGREEMENT TO SUPPLY PLANT (SLA) IS MADE AND APPROVED BY THE UNDERSIGNED:

Amendment to the C.U.P.  
**SKYLINE ROLLING HILLS**  
**SITE PLAN**

**SHEET**  
**1 OF 3**

012

July 28, 2003

Brian Will  
Planning Department  
555 So. 10<sup>th</sup> Street, Suite 213  
Lincoln, NE 68508

JUL 28 2003

LINCOLN CITY/LANCASTER COUNTY  
PLANNING DEPARTMENT



2200 Fletcher Avenue, Suite 102  
Lincoln, Nebraska 68521

Re: Amendment to Skyline Rolling Hills  
Preliminary Plat, EDC Job #00-055

Dear Brian:

On behalf of the developer we request that Administrative Amendment #02040 to Special Permit #634 be withdrawn. In lieu of the administrative amendment we are submitting a full amendment to the special permit. Please find enclosed the following documents for the above-mentioned project:

1. 32 copies of the Site Plan
2. 8 copies of the Grading & Drainage Plan and Street Profiles
3. 8 copies of the Landscape Plan
4. 1 Special Permit Application/Technical Checklist
5. Special Permit application fees \$585.00
6. Site Plan reduced to 8 1/2" x 11"

The following waivers of design standards for land subdivision are requested with this amended plat:

**ROADWAY WIDTH (Ch. 2.15, Sec. 3.5)**

The plan calls for the cross section of Ridge Line Road and portions of Wyman Road and Windham Road to be 80' of right-of-way, with 51' wide pavement and a 9' wide landscaped center median. The section is proposed to provide esthetic appeal to the development and is similar in design to Ridge Drive west of 27<sup>th</sup> Street.

**ROUNDAABOUT DESIGN (Ch. 2.15, Sec. 3.14)**

Proposed 30' diameter median islands in Windham Drive, Rolling Hills Court and Wyman Road have only two street approaches and do not technically meet the definition of a roundabout according to section 3.14.1. However, planning and public works staff have insisted that these features meet the design standards specified in this section. To accommodate this designation, the following waivers are requested:

- Roundabout Access (3.14.2): Driveway access to the roundabouts from abutting lots is desired to allow flexibility in home construction. Typically, drives are placed on the uphill side of the lot to reduce driveway slopes. Restricting access would limit some lots to drives located on the downhill portion of the lot. The proposed roundabouts are the same dimensions as a typical cul-de-sac and drives will create no greater hazard than encountered on cul-de-sacs with raised center medians.
- Roundabout Grades (3.14.6): Street slopes greater than 3% are specified on Wyman Road in order to produce lots with desirable grades that match the existing lots in the Ridge 12<sup>th</sup> Addition. Previous conversations with Public Works indicated that they would support grades up to 5% for this street.
- Splitter Islands (3.14.10): The proposed roundabouts are small and do not support the need for splitter islands. Splitter islands will further restrict the

placement of driveways and would create difficulty for large vehicles, such as buses, from maneuvering through them.

**OWNER/DEVELOPER**

F. Pace Woods  
4645 Normal Boulevard, Ste. 272  
Lincoln, NE 68506  
Phone: 402-434-3505

**AUTHORIZED AGENT**

Engineering Design Consultants  
Richard P. Onnen, P.E.  
2200 Fletcher Avenue, Suite 102  
Lincoln, NE 68521  
Phone: 402-438-4014

Please contact me if you have any questions or require addition information regarding this plat.

Regards,

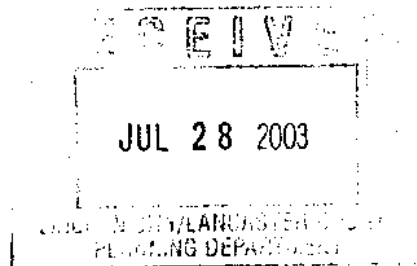


Richard P. Onnen, P.E.  
Project Manager

RPO/kle

Enclosures

cc: Pace Woods



# M e m o r a n d u m

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**To:** Brian Will, Planning Department  
**From:** Chad Blahak, Public Works and Utilities  
**Subject:** Skyline Rolling Hills Administrative Amendment  
**Date:** 8/18/03  
**cc:** Randy Hoskins

Engineering Services has reviewed the Amendment Skyline Rolling Hills CUP #634D, located east of 14th south of Old Cheney, and has the following comments:

- The requested waiver of design standards for roadway width does not seem to be needed. The detail shown on sheet 1 of 3 shows the full 16.5' from the back of curb to the ROW, as per design standards.
- The requested waiver of design standards for roundabout design concerning longitudinal grade of 5.0% and eliminating splitter islands is acceptable to Public Works as the roundabouts are not used for intersection control.
- The requested waiver of design standards for drive access to roundabouts is not acceptable to Public Works. The proposed lots appear to be sufficiently large to accommodate driveways outside of the roundabouts. Also parking should not be allowed within the roundabouts.

C:\Windows\TEMP\t.notesusr.city.ncsbjw\SkylineRollingHills-memo2.wpd

# Memo



**To:** Brian Will, Planning Department

**From:** Mark Canney, Parks & Recreation

**Date:** August 12, 2003

**Re:** Skyline Rolling Hills CUP 634D

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Staff members of the Lincoln Parks and Recreation Department have conducted a plan review of the above-referenced application/proposal and have the following comments:

1. Please provide landscape plan for traffic circles, islands, median plantings (i.e. indicate if trees are under planted with turf, groundcover, shrubs, perennials, include species etc.)
2. All outlot areas, medians, traffic circles, etc. to be maintained by the developer and/or homeowners association.
3. Consider installation of irrigation or quick couplers in all traffic circles, islands, and medians to help with establishment and maintenance of plant material.
4. Green Mountain Sugar Maple is a difficult tree to get established. Please substitute with a hardier species, less susceptible to leaf scald and sun scald, like Autumn Blaze Maple.
5. Public Works should review location of trees in all traffic circles, islands, medians to check for sight triangles and safety issues.
6. Red Baron Crabapple is not an approved Street Tree. Please use an upright columnar tree to prevent conflict with passing traffic, such as a Chanticleer Pear.

If you have any additional questions, comments or concerns, please feel free to contact me at 441-8248. Thank you.



**-LES** INTER-DEPARTMENT COMMUNICATION

DATE: August 14, 2003

TO: Brian Will, City Planning

FROM: Sharon Theobald  
(Ext. 7640)

SUBJECT: DEDICATED EASEMENTS  
Amendment to CUP #634D  
DN #65S-20E

Attached is the Site Plan for Skyline Rolling Hills.

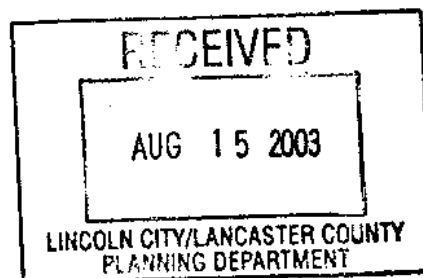
In reviewing the dedicated transmission line or other electrical easements shown on this plat, LES does not warrant, nor accept responsibility for the accuracy of any such dedicated easements.

ALLTEL, Time Warner Cable, and the Lincoln Electric System will require the additional easements marked in red on the map.

It should be noted, any relocation of existing facilities will be at the owner/developer's expense.

*Sharon Theobald*

ST/ss  
Attachment  
c: Terry Wiebke  
Easement File





Jean L Walker

08/28/2003 07:44 AM

To: rswanson@neb.rr.com

cc: Marvin S Krout/Notes@Notes, Ray F Hill/Notes@Notes, Brian J Will/Notes@Notes, Dennis D Bartels/Notes@Notes, Randy W Hoskins/Notes@Notes, rpeo@netinfo.ci.lincoln.ne.us@Notes, jcjc@navix.net, sduvall@neded.org, csteward1@unl.edu, giims@radiks.net, Jean L Walker/Notes@Notes, gdkrieser@yahoo.com, mbills@woodsbro.com, roger.larson@wellsfargo.com, dmarvin@neb.rr.com, (bcc: Jean L Walker/Notes)

Subject: Re: Special Permit No. 634D

Thank you for your comments. A copy will be distributed to the Planning Commission members prior to the public hearing on this application, which is scheduled for Wednesday, September 3rd, at 1:00 p.m.

This application does appear on the Planning Commission's Consent Agenda; however, due to your comments of concern, it will be removed from the Consent Agenda and will have a separate public hearing on September 3rd.

--Jean Walker, Administrative Officer  
City-County Planning Department  
441-6365  
rswanson@neb.rr.com



rswanson@neb.rr.com

08/27/2003 10:39 AM  
Please respond to  
rswanson

To: plan@ci.lincoln.ne.us  
cc: cswanson@lps.org  
Subject: Special Permit No. 634D

Dear Brian,

We live at 1911 Southern Light Drive so this special permit no. 634D has the potential to be very significant in a lot of ways. The letter from Jean Walker, Administrative Officer, dated August 22nd is far too vague in its description of the scope and detail of this permit. I would hope that street width and sidewalk requirements be maintained no matter what.

Early in July we had to beg and beg the city Public Works Noxious Weeds department to finally get the weeds cut on this property. If that is a barometer, then the developer has a long way to go to regain the public trust. The word then was that this street work was going to begin on July 15th. Obviously that decision has been delayed and the desire to change the fundamental design is at the heart of it.

Please make the developer adhere to the single owner residential intended use of this property.

Ray Swanson  
1911 Southern Light Dr  
Lincoln, NE 68512  
402-423-3221